

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and the
PRIVATE CIRCULATION AS THE
OUTGOING
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
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Hongkong Daily Press.

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No. 16,091. 號一十九零千六萬一第 日五初月十年元統宣 HONGKONG, WEDNESDAY, NOVEMBER 17TH, 1909. 三拜禮 號七十月一十年九零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 12th October, 1909. [a35]

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[a1422]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 1st November, 1909. [1328]

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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

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ONLY communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 17TH 1909.

"No progress appears to have been made by the Central Government towards issuing satisfactory regulations for the registration of trade-marks." This extract is from the British Consular Report on the trade of Shanghai, which was presented to Parliament last month. China, by Article VII. of the Mackay Treaty of 1903, undertook to establish offices where foreign trade-marks might be registered on payment of a reasonable fee. Regulations had consequently to be drawn up. In the American Treaty it was stipulated that these should be "reasonable regulations." In 1904 China published what were described as "provisional regulations" for the registration of trade-marks, but many of them were of so unreasonable a character as to render the draft unacceptable to the Powers. The counter draft submitted by the Foreign Representatives to the Chinese Government in 1905 formed the subject of discussion for some time, but towards the end of 1906 an entirely new, long and complicated draft was submitted by the Chinese Government. It proved to be almost as unacceptable as the original draft, and the Chinese Government were informed that the 1905 draft was considered the document on which future negotiations should be based. Notwithstanding this intimation, a revised version of the 1906 draft was subsequently submitted by the Chinese Government, but as it still contained many

of the objections of the original, the Foreign Representatives were unable to approve the document and could only refer the Chinese Government once more to the 1905 draft. The regulations are still "under consideration," and are likely to remain so until the Chinese Government is able to agree with the Powers as to what is meant by the term "reasonable regulations." The Treaty in that respect, as in many others, remains practically a dead letter. Not entirely, however, for it is possible to register trade-marks with the Imperial Maritime Customs. The "provisional regulations," to which we have alluded, provided for the establishment of a Bureau of Registration, and the Maritime Customs at Tientsin and Shanghai were designated to serve as Branch Offices for receiving applications. Though the regulations as a whole were unacceptable to the Powers, the Maritime Customs at Shanghai has continued to record the trade marks sent to them for that purpose, and the Consul-General strongly advises British trade-mark owners to take advantage of this facility, "which may prove of great use as proof of ownership when registration of trade-marks has been initiated." We note with satisfaction that no reluctance has been shown by the local authorities at Shanghai to prohibit by proclamation the imitation of British marks when requested to do so, and that several Chinese convicted of improperly using British-owned marks have been punished at the Mixed Court at Shanghai with very salutary effects. There is something characteristically Chinese about all this, for China seems to be under no obligation to issue these "proclamations having the force of law" unless the marks they concern (vide the United States Treaty) "have been registered by the proper authorities." At such Offices as the Chinese Government establish for such purpose, on payment of a reasonable fee, after due investigation of the Chinese authorities and in compliance with reasonable regulations. That the local authorities at Shanghai do now actually prohibit by proclamation the imitation of foreign trade-marks when requested to do so, shows clearly enough that there is little or no excuse for the unconscionable delay in issuing, conformably to Treaty stipulation, "reasonable regulations" for the registration of trade-marks. Foreign trade-marks, patents and copyright are as flagrantly pirated in China to-day as ever they were.

A Chinaman was sentenced to penal servitude for life at the Singapore Assizes for returning from banishment.

A typhoon warning received by the American Consulate-General, Hongkong, from the Manila Observatory at 10.05 a.m. yesterday, read:—"Cyclone or Typhoon W. of Luzon more than 100 miles distant moving W.N.W."

A 45 h.p. six-cylinder noiseless Napier motor car has been constructed for the Queen of Siam. The carriage work details have been carried out from designs submitted to and approved by Her Majesty personally.

More than ordinary excitement was occasioned at a gambling raid which took place at Quarry Bay on Monday. Eleven men were arrested, but four jumped into the sea, dragging a lakong with them, and managed to escape. The others made their appearance before the Magistrate yesterday, when the leaders were fined \$50 and the remainder \$3 each.

On the recommendation of Mr. Cyril B. Roatham, organist of St. John's College, Mr. Ronald B. Hurry has been appointed Cathedral organist at Shanghai. Mr. Hurry has been assistant to Mr. Roatham, who has written enthusiastically about his friend and quondam pupil. As it was on Mr. Roatham's introduction that Mr. Pullen came out to Shanghai, the Cathedral authorities have every confidence that in Mr. Hurry they will have a worthy successor to Mr. Pullen. Mr. Hurry is not due till December 22.

Commenting on the assassination of Prince Ito the Times says:—He has had the supreme happiness of living to see a singularly great and daring ideal, formed in the first years of his manhood, fully and permanently accomplished. He has watched by the cradle of modern Japan, and he has seen her attain to her high place amongst the nations. Unlike Cavour, he has not been called away untimely, before his work was consolidated, and before he could feel satisfied that it would endure. He has, indeed, not soon what will be its outcome for Japan, for Asia, and for the world. That it is a secret from the wisest, and must remain a secret, until time shows which grain will grow and which will not. But already many of us, who have none of his great gifts, can perceive clearly enough that the consequences are extending throughout Asia, and that before long they may profoundly affect the thought, as well as the politics, of mankind. The nation which Prince Ito has created is not merely new, as Italy and Germany are now. It is unique, bringing into the commonwealth of civilized peoples traditions, habits of thought, and ideals unknown to them before. That is what makes Ito's work so momentous, and what promises to give him a place apart in history."

TELEGRAMS.

[Protected by the Telegraphic Steaming
Copyright Ordinances, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS"]

KING MANUEL AT WINDSOR.

LONDON, November 16th.

King Manuel of Portugal arrived at Portsmouth and was received by the Prince of Wales. He proceeded to Windsor, where King Edward and Queen Alexandra and other royalties welcomed His Majesty.

TURKEY'S PROSPECTS.

LONDON, November 16th.

The Sultan of Turkey, in opening Parliament, referred to the extension of military service to all subjects of the Empire and dwelt on the necessity for perfecting the army and the navy. He was glad to say that the relations with other Powers were of the friendliest character.

The Estimates show a deficit of £4,427,807.

THE ANARCHIST AT CANEA.

LONDON, November 16th.

A bomb exploded at Canea near the Chamber, but the damage done was slight.

It is believed that the object was to prevent a meeting of the Assembly to elect a government.

PERSIA'S PARLIAMENT.

LONDON, November 16th.

The Shah opened the Parliament at Teheran yesterday.

THE HIPPODROME CIRCUS.

Byssak's circus opened at Causeway Bay last night before a large and appreciative audience. Although we have had a surfeit of performances of late, the Hippodrome programme is so novel and interesting that it can scarcely fail to attract large numbers.

The performance opened last night with a six-membered troupe of the troupe, after which Mr. Jones introduced his performing elephants, and remarkably clever elephants they proved themselves. Besides balancing where they had scarcely room to stand and travelling across the arena on a large barrel, they waited well to music, earning their trainer a great ovation. Miss Florence then introduced the equine midget marvel Black Diamond, a sure footed little pony which astonished the spectators with his remarkable jumping feats. Le Dial and Romah, the clowns, then gave an exhibition of hat throwing, after which M. Dalbanis appeared in the event termed balancing extraordinary. This performer seemed to be as much at home on the top rung of an unsupported ladder, or on a pole, as an ordinary person is on the ground, and his jumping feats on a wheel were exceptionally clever. Miss Virginia's equestrian act pleased the spectators, and the clowns Robeco and Le Dial tickled their risible faculties while the Mysore Troupe of acrobats were preparing for their display. And what these clever performers could do in the acrobatic line is scarcely worth knowing, their double somersaults, their head to head balancing and other feats, being exceptionally brilliant. Next to appear was Mookorjee and his assistants in the triple horizontal bar display. The principal, who is active as a monkey, crows his thrilling feats by swinging from one horizontal bar to another, a distance of fourteen feet, turning a somersault across the middle bar while in mid air, and another double somersault after gripping the last bar. The graceful figures of a Spanish dance were admirably portrayed by the Misses Catharine, Bella, Elsie and Marie, and Dicky Bell earned an ovation for his clever vaulting act. Miss Lallah Ashby's graceful equisopos on the silver wire was an event worth seeing, and the head to head and hand to hand balancing feats of the Carpio Brothers earned for these intrepid performers the hearty cheers of the spectators. Middle E. Walbourne put the graceful Arab steed Ben Aziz through an exceptionally interesting performance, and the programme concluded with the introduction of the performing lions by their trainer, Mr. G. Urban. Under Mr. Urban's tuition the wild nature of the "king of beasts" has been subdued, and his little family have been made so docile that a lamb might lie down with them while the trainer was standing by. The display which his pets gave last night proved very interesting, and the trainer was evidently a warm favourite with the spectators. Taken as a whole, the performance is an excellent one, and should well repay a visit to the tent at Causeway Bay.

There will be a matinee this afternoon, starting at 4 p.m.

LOCAL SPORT.

INTERPORT CRICKET.

The following have been selected to play for Hongkong against Shanghai:—

W. C. D. Turner.
Capt. H. H. C. Baird, The Buffs.
T. E. Pearce.
Capt. Garnett, R.G.A.
R. E. O. Bird.
A. C. E. Elborough.
R. E. H. Oliver.
W. N. Edwards.
Lieut. Anderson, The Buffs.
Lieut. Green, The Buffs.

The team to play against the Straits will be selected from:—

W. C. D. Turner.
Capt. Baird.
T. E. Pearce.
Capt. Garnett.
R. E. O. Bird.
A. C. E. Elborough.
Rev. F. H. Maundrell, R.N.
R. E. H. Oliver.
Lieut. Bagnall.
Lieut. Green.
R. O. Hatchison.

We have received from Messrs. Lane, Crawford and Co. a copy of the Referee's Chart for season 1909-10, issued by the Football Association. The booklet is very useful, and those who follow the game will find the problems set very interesting.

DUTCHMEN AT FOOTBALL.

The match between members of the Dutch Squadron and several local Hollanders played by Hongkong Football Club players took place on the Club Ground yesterday. The game was interesting, as showing the capabilities of the Dutch as footballers, but the local team were too strong and won by three goals to one.

THE POSTPONED HOLIDAY.

The following letter has been sent by the Chamber of Commerce to the Government:—
Hongkong General Chamber of Commerce,
13th November, 1909.

SIR,—At a Meeting of the Committee of the Chamber held on Monday, the 8th instant, the question of the proposed cancellation of November the 9th as a Public Holiday was discussed. My Committee felt that His Excellency the Governor should be acquainted with the views expressed at this Meeting on the matter, because it is so fully recognised that anything affecting the commercial well-being of the Colony receives most sympathetic consideration at his hands. I am, therefore, to ask you to be good enough to place this letter before His Excellency. My Committee consider that the recent action of the Secretary of State in delaying the issuing of Instructions for the non-observance of His Majesty's Birthday, until so near the date, was unfortunate.

It has been represented to my Committee that in many cases the sudden change of programme upset the business arrangements and in general caused considerable inconvenience.

The date fixed for the observance of the late Empress Dowager of China was well-known some weeks ago, and it therefore seems to my Committee that if His Majesty's Birthday Celebrations were to be postponed the commercial community should have received earlier notification.—I have, &c.,
(Sgd.) E. A. M. WILLIAMS,
Secretary.

Hon. Sir F. H. May, K.C.M.G.,
Colonial Secretary.

"HONGKONGITES" IN ENGLAND.

Our London Correspondent writes under date of 27th October:—

Of old China residents no one was better known, better liked, or did more genuine work for Hongkong than "The Tribune of the People," Mr. T. H. Whitehead, for some years past joint manager of the Chartered Bank. Your readers will be pleased to hear that, owing to the retirement of Mr. Calab Lewis, after over fifty years' service in the Bank, thirty-five years of which were spent in the head office, Mr. Whitehead has now become senior joint manager. Mr. Thomas Fraser becomes joint manager and Mr. W. E. Preston sub-manager. Hongkong residents will hope that Mr. Whitehead may yet serve many years at the head of the great institution which he has done so much to bring to its present high position.

Mr. H. E. Pollock, K.C., has been adding to his experiences by indulging in a little electioneering work during his holiday. As a Tariff Reformer and an opponent to Mr. Lloyd George's Socialist Budget, he went down to Bournemouth the other day under the auspices of the Anti-Budget League, and addressed a meeting on behalf of the Unionist candidate, Mr. Dampierre. It would be well if some more of our Hongkong friends made use of their abilities and experience during their visits to this country to oppose the growing forces of irrational socialism which are becoming a very real and serious danger to Imperial trade.

The numerous friends of Mr. S. J. Hanisch of the Imperial Chinese Maritime Customs, will regret to hear that he is still on the sick list. I met him a day or two ago with Captain Lincoln of the s.s. *Xuanlong*. There is no more popular member of the Customs service on the China coast, and I am sure the news that he is on the way to recovery will be welcomed by them. It is now several years since Mr. Hanisch was stationed in Hongkong, but he left there a record of good work performed with a geniality that won him friends in every sphere of life which many men might envy.

IONIA AND THE EAST.

A REVIEW.

No one is entitled to speak on the early histories and wanderings of the Hellenes with greater authority than Mr. D. G. Hogarth. Mr. Hogarth was for many years connected with the British School at Athens, has been engaged in extensive explorations on the site of the great Temple of Diana at Ephesus, and elsewhere in Asia Minor, and has been in close touch with Dr. Evans in Crete, and most of the other recent explorers. He is besides a fellow of Magdalen College, Oxford, and so in contact with all recent writers on classical subjects. He lately delivered six lectures on the early history of Greece before the University of London, and these lectures have been revised, and are now published by the Oxford University Press in a volume some 117 pages long, entitled *Ionian and the East*, which has met with favourable notice from the Press at home.

It is not too much to say that the volume is disappointing. Coming from so high a source it might have been anticipated that the reader would find information on the latest theories with regard to the first appearance of the Hellenes in Europe, and their settlement in Aegean lands; if any reader thinks so he is doomed to disappointment. Mr. Hogarth's lectures, utterly ignoring the researches of the last ten years, simply follow the story as told by Thucydides without evincing any effort at examining the grounds on which he founded his theories, for theories lacking the substratum of written or monumental evidence they by most modern authorities are acknowledged to be. Speaking of these theories of Thucydides, an authority of some thirty years ago remarked:—"When Thucydides was about to trace the course of the disastrous expedition which the sagacity of Pericles had by anticipation emphatically condemned, he thought it right to give a brief sketch of Hellenic colonisation in the island of Sicily. The sketch is drawn with all the confidence and completeness of a man who feels sure of the trustworthiness and completeness of his evidence. Nothing can be more precise than his ethnology, nothing more definite than the dates which he assigns to the several Greek settlements in the island. From first to last the narrative is to all appearance thoroughly probable; but the account which he gives of the Trojan war has the same air of likelihood. In the latter case we know the process by which this result has been obtained, and we have no guarantee that his early Sicilian history may not be of the same kind. This, at least, is certain, that for none of it was there any contemporary registration and that most of the events recorded in it took place by his own admission more than four hundred years before his own day."

It is quite true that the writer here was the late Sir George Cox, and the school that he represented has long ceased to carry any critical weight with the present generation; but the criticism itself is reasonable and fair, and the comparison of the description with that of the battles before Troy cannot be got over. Thucydides had not, any more than we have to-day, any evidence to go on which the critic can accept as historical, and the very fact of the ultra-credulity of our author must with all reasonable minds throw discredit on the entire narrative, and compel us to discuss from the very beginning the conditions. The view adopted by Thucydides would make the Hellenic civilisation of the Aegean lands to have been practically autochthonous, or at least of absolutely earlier date than its surroundings, and to have spread from the Hellenic centres in the Balkan peninsula to neighbouring lands. Modern critics, largely German, amongst whom we may mention Hubert Schmidt and Professor von Stern, reasoning on the occurrence of words of art in an already advanced stage in the districts watered by the great rivers of southern Russia, in Galicia, and upper Austria, have advanced a theory that Hellenic civilisation actually sprang into existence in these regions, and certain facts in connection with late discoveries at Knossos in Crete lend support to this view. Mr. Hogarth does, indeed, speak of what he calls Danubian culture having had considerable influence on Greek art, but speaks in a hesitating manner as if the matter were one hardly worth serious consideration. Unfortunately in no case have the authors of any of these various theories a sufficient grasp of the ethnic conditions of these Aegean lands. This want of knowledge has led Mr. Hogarth into an entire confusion of ethnic and geographic terms. The most marked instance of this consists in his using the term throughout of *Aegean*, as denoting the inhabitants of Anatolia. Of course the ethnographer is aware that few districts of equal size enclose so great a number of radically different ethnic types, each having an equal claim to the geographical title: Phrygians (Fargians), Lydians (Meronians), Hittites (Khatil), Mysians, Karyans, and Leleges; besides in the east Semitic Phoenicians, and over all pre-proto-Semites, Minyes, Minoans, Minoans, &c. These are but a few of the best known, and these include at least four of what may be called primary ethnic sub-divisions. Hittites must be classed amongst the Turanic stock, by some ethnographers denominated Alpine. Later Lydians and Phrygians as belonging to the sub-Germanic type. Mysians and Karyans as Celtic; and later Phoenicians as Semitic.

All these, it is to be remembered, are long anterior to the Ionic immigration into the Ionic lands, whencever that had its origin. Mr. Hogarth to all appearance in his classification of all as "Aegean" would have us see no distinction: assuredly a poor preparation for any thesis on the original starting place of the Hellenic migration.

Max Muller in a somewhat fantastic sketch of human origins, founded, as Mr. Hogarth's, on an insufficient foundation in ethnography, would refer all the various tribal distinctions to a comprehensive class which he denominates Aryan, comprising Germans, Franks, Getae, and Sarmatians, as well as the true Aryans and Iranians; and all these, he assures us, at one time dwelt together in Central Asia. There is a very considerable bed rock of truth in this, but the truth has to be dug out, dredged and sorted before we can put it in our cases, and label it. One of the facts that we are forced as ethnographers to recognise is that long prior to their arrival in European lands the Hellenes, or rather their ancestors, must have come in close contact with the Iranians; only thus can the numberless affinities in thought and language be reconciled. But there have never been Iranians in Europe. Again the intimate structure of Hellenic speech shows that similarly it must have been in close contact with the Sanskrit-speaking, true Aryans. We must conclude that the Hellenes were at one period dwellers in the lands of Central Asia, and here myth and tradition come to our aid. How did they get to Europe, and when? Mr. Hogarth is silent on this essential point of their history. He would have them, in fact, come from Attica, as if that helped him in his argument.

As a fact the Hellenes came immediately from the countries watered by the great rivers of southern Russia; and in this the school represented amongst the Germans by Hubert Schmidt and von Stern is undoubtedly in the right. Herodotus, though not a historian in the sense in which Thucydides was one, was far in advance of him in one respect; he wrote down without note or comment what had been told him, and his myths form a far surer foundation for the recovery of what has been called prehistoric history than the smooth and polished paragraphs of Thucydides, which bear on their face the evidence of razor and smoothing iron. With the authority quoted by Herodotus, Aristotle of Prokonnesos, agrees so closely with the Mosaic stories contained in the Zond Avesta, that we cannot doubt their genuine character; and this in turn is amply confirmed by early Chinese tradition. The foundation of fact in all the myths is a hostile movement of the "Armenian" peoples of northern Asia, which broke up the old Aryan, and compelled Aryans, Iranians and Salyans to migrate in different directions. The Aryans moved across the Hindu Kush, the Iranians across the Kopet Dagh into Khorasan and Persia, and the Salyans, eventually to become the Hellenes, followed the eastern shores of the Caspian into the Kirghis steppes, and eventually into south Russia. The whole movement was an anticipation of the movement of the Angles and Saxons from the mouths of the Elbe and Weser, nearly two millenniums later. As the Angles and Saxons without co-operation founded independent kingdoms in East Angles, Wessex, Meria, Northumbria, and elsewhere, so did the Hellenes found separate settlements in Ionia, the Peloponnesus, Calabria, and Sicily. Northumbria or East Angles was no more a colony of Wessex or Meria than was Ionia, or Magna Graecia of Athens or the Peloponnesus. Moreover, in both cases the result was a return to barbaric conditions, followed in both instances by the gradual conversion of the new-comers to the culture and religion of the older-settled folk whom they had displaced.

This is the true lesson to be taught by the study of the earliest traditions of ancient Hellas, and not the unintelligent version of Thucydides, which Mr. Hogarth from lack of ethnographic knowledge has attempted to set out in his recent work—"Ionian and the East."

LARGE TOURIST PARTY IN HONGKONG.

Yesterday Hongkong was visited by a large number of "around the world" tourists from Los Angeles, California, who came down from Shanghai by the *Princess Alice*. They left San Francisco on September 6th, and after spending four weeks in Japan, put in a couple of weeks in China. The party leaves to-day by the German Mail steamer for Singapore. Their itinerary includes tours in Java, Burma, North and South India, Ceylon, Egypt and Europe. Mr. D. F. Robertson, manager of the Steamship Dept. of the German-American Savings Bank at Los Angeles, is conducting the tour, and the members of the party are:—

Mr. and Mrs. Sidney A. Butler, Miss Bath Church, Mrs. W. H. Carson, Mr. and Mrs. E. V. Day, Mr. and Mrs. A. C. Freeman, Mrs. W. W. Hadley, Mr. and Mrs. B. C. Lattin, Mr. and Mrs. J. H. McConnell, Mr. and Mrs. C. McIntosh, Mrs. E. P. Nichols, Miss Jessie F. Ogden, Mrs. M. G. Byland, Mrs. W. F. Thornton, Mrs. S. W. Church, Miss Genevieve Church, Mr. Carlton Carson, Miss Gretchen Day, Mr. and Mrs. M. P. Gilbert, Mrs. Ada S. Lux, Mr. and Mrs. A. Lead, Mr. and Mrs. Charles Lloyd, Miss Fay Nichols, Mrs. A. L. Ryan, Mrs. O. B. Waznoek, Mrs. Jennie J. Wild, and others.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Nikko Maru* (Australian Line) left Yokohama for this port via Kobe, Moji and Nagasaki on the 15th instant, and is expected here on the 24th inst.

The N.Y.K. str. *Shinano Maru* (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 15th instant, and is expected here on the 28th inst.

The Silk ex pr. C.P.R. str. *Empress of Japan*, which left Hongkong on the 15th ult., and Yokohama on the 26th ult., arrived in New York on the 14th inst., thus making a transit of 29 days from Hongkong, and 19 days from Yokohama.

SHIPPING NOTES.

The Glasgow Herald says that the P. and O. Steamship Company has placed three large-sized steamers for their Eastern trade. Two are to be built by Caird and Co., Greenock, and one by Harland and Wolff, Belfast.

The Kobe Kisen Kaisha steamer *Bandai Maru* with 3,710 tons of coal from Mito for the Mitsui Bussan Kaisha, Limited, Singapore, had a very rough passage down. She came through two typhoons, but fortunately without loss of life or serious damage. After leaving Mito, matters went well until the 25th ultimo, says the *Free Press*, when the ship was running direct into the centre of a typhoon. From the morning of the 25th until the following day the elements spent their full fury on the *Bandai*. Rolling and pitching was bad enough and tons of water were shipped as she wallowed in the sea, but no one expected to see one of the large hulkers port carried away, thus enabling the sea to find easy ingress. The next thing to be wrenched from its position was the standard companion ladder from the bridge to the main deck, then the covering of a steam-pipe burst and other mishaps followed, making all on board wonder what was going to happen next. The *Bandai*, however, came through this tripping and all was well until she ran into another typhoon not long after. This luckily was not so severe and the deck fittings remained intact. During these dark days not even a meal could be prepared, as the steamer has her galley exposed, and this, at times, was ankle-deep in water. The *Bandai* was built in Sunderland, a staunch and solid craft, and then owned by the Russians, eventually becoming the property of the Kobe Kisen Kaisha.

Sir Christopher Furness, speaking at the annual meeting of the Manchester Liners (Limited), held at Manchester, said that at the present time the steamship business was in a very unsatisfactory position. The most adverse condition had prevailed during the past twelve months, and if the past twenty years were taken for purposes of comparison they were certainly without precedent. They were therefore fortunate in realising a profit of £16,206. Sir Christopher alluded to the unromantic character of freights, and added that although last year the Manchester Liners carried more cargo than in any previous twelve months the profits were not sufficient to pay a dividend. One thing was perfectly clear—that the high-water mark of shipping supremacy of this country had been reached; in other words, other nations had determined to have a greater share in the carrying trade of the world in the future than they had had in the past. He thought it was time that British shipowners realised the reasonableness of that ambition, and also realised the folly of cutting cargo rates. He had been calculating that a modest increase per ton on the cargo carried in connection with the foreign trade by ships flying the British flag would produce such a sum as would enable the shipowners in this country to distribute a reasonable dividend on the large amount of capital invested. He believed that so serious was the position that all solid and serious-minded shipowners were of opinion that the time had arrived when this cut-throat competition should cease.

In deference to the wishes of a large section of the market, underwriters decided on the 18th ult. to make a considerable modification in the scale of advanced rates recently approved. The concession applies to time insurances on fleets of cargo steamers, and stipulates that where fleets are able to show a profit to underwriters of not less than 35 per cent. for the last year's working and an advance of 10 per cent. was made last year, no further increase need now be charged. As the present stand before the amendment, premiums on cargo or "tramp" fleets which were advanced last year by 10 per cent. were to be subject to a further increase of 10 per cent., and fleets in which no advance had been made last year were to be subject to an additional 20 per cent. The present modification is on the lines of the decision respecting liner rates, which provides that on those fleets where a profit to the market of not less than 35 per cent. over the last five years' working had been shown no increase should be made, but otherwise an additional 10 per cent. should be charged. The *Times* contributor says this is quite in accordance with the old underwriting policy of endeavouring to distinguish between good and indifferent management, and should commend itself to those owners whose record of claims is a fairly satisfactory one.

An interesting letter which has just been made public throws light upon the uncertainty with which steamship enterprise was regarded eighty years ago by one of the founders of the Cunard Line. Mr. Samuel Cunard, who lived at Halifax, Nova Scotia, was the owner of sailing vessels trading from Boston and Newfoundland to Bermuda. The letter in question is addressed by his firm to Messrs. Ross and Primrose, of Pictou, Nova Scotia, and is in the following terms:

Dear Sirs—We have received your letter of the 22nd inst. We are extremely unacquainted with the cost of a steamboat, and would not like to embark in a business of which we are quite ignorant. Must, therefore, decline taking any part in the one you propose getting up.—We remain, yours, &c., Halifax, Oct. 23, 1829. S. CUNARD & Co.

From this communication, which Mr. John M. Ross, of Pictou, states that he has in his possession, it is clear that Mr. Samuel Cunard was in the year 1829 still unconvinced as to the utility of the steamboat for Atlantic travel. His conversion, however, could not have been long delayed. Within a few years Mr. Cunard was so strongly of opinion

that the days of sailing ships were numbered that when the Admiralty advertised for the conveyance of the mails to America by steam he hastened over to England. There he met Mr. George Burns, afterwards Lord Inverclyde, and his partner, Mr. David MacIver, with the result that the foundations of the Cunard Company were laid by this trio of great men. The tiny *Britannia* began her first voyage in July, 1840. The letter of 1829 is, in the circumstances, of some historic importance.

An extraordinary case is reported by the *Lokalanzeiger* from Hamburg, where Paul Müller, president of the Union of German Seamen, was tried for libelling the captain of a Hamburg steamer, whom he charged with attempting, in complicity with a foreign firm of charterers, to bribe the ship's first officer with £500 to sink the vessel. The steamer belonged to a Hamburg firm, but was chartered by the foreign firm, who stated that they intended to re-insure it abroad with a so-called policy proof of insurance. The vessel was already insured in Hamburg. Müller declared that he obtained his information from an engineer of the steamer and published it as the best means of bringing the case to the notice of the authorities. The captain of the steamer, in giving evidence, declared that a partner of the foreign firm came to him one day and offered him £1,000, and then £1,250 if he would let the ship spring a leak. He refused, even if £5,000 was offered. Another day the other partner of the foreign firm came and asked him if he had considered the offer. He again refused, and thereupon the first partner came on board and spoke to the first engineer, who subsequently informed the witness that he had been offered £500 to open the valve. The engineer added that the first officer knew about the matter. The witness told the engineer to keep out of the business. An affidavit of the evidence of one of the partners in the foreign firm was read, in which he declared that he personally had never made a request to have the steamer sunk or offered money for this purpose. The court acquitted Müller on the ground of justification. In summing up it found that the captain rejected the alleged offer of the charterers and did not, as asserted, offer the first officer £500 to help to sink the ship.

"AN ENGLISHMAN'S HOME."

Perhaps no other theatrical performance has played such a part in the affairs of the Empire as the much-discussed comic-tragedy entitled, "An Englishman's Home," and no future history will be complete without some reference to a production which has proved a valuable recruiting agency for our Territorial forces. Though the play is new to Hongkong, its theme is well known. It is intended to emphasise Britain's unpreparedness for war, and it is designed as a reproach to those who shrink their duty of equipping themselves as to take part in defending their country. The satire is very keen—emphatically perhaps describes the representation—but there is no chance to miss the lesson conveyed. Even in the worst days of unpreparedness and indifference it is difficult to imagine a people so utterly given up to frivolity as the Brown household, but none the less there is sufficient truth to make the representation lack nothing in point of realism. The two sons of the Brown household are typical no doubt of many thoughtless youths who have no thoughts above sport, and who scoff at those who endeavour to make themselves efficient in the art of warfare; and the old man, "Wolf" is the prototype of the bull-dog thinking, property business man who may meet with in country towns where there are opportunities of displaying his bumptiousness.

Last night's production of this sensational play left little to be desired. It was well mounted and the scenes where the house was attacked and defended were very effective indeed. Too much praise cannot be bestowed on the cast. Mr. Henry Dallas had plenty of work as the diabolical playing property dealer, and displayed great power in the final scene where, disgraced at the departure of the soldiers occupying his house, he takes up a gun to defend his house and home, and is shot by the invaders for fighting when he is a non-combatant. The careless, philosophic Geoffrey Smith is well represented by Mr. Douglas Vigors, who is cleverly supported by Mr. Spencer Geach as Syd. Brown, and Miss Blanche Forsythe and Miss Joan Harcourt as Mr. Brown's daughters. Very effective too was Mr. Charles Vane as Paul Robinson, the patriotic and the helpless officer in charge of the raw volunteers, and Mr. Neville and Mr. Grayson, as the two sons of the Brown household, who were so comic and yet a sad touch to the picture of helplessness. The performance was realistic, and the large audience, with the fumes of rifle smoke in their nostrils, left the hall well pleased with the play.

MIKADO'S TRIBUTE TO THE PRINCE ITO.

H.M. The Emperor of Japan sent a Court Chamberlain to the late Prince Ito's residence with a gracious message of which the following is a rough translation:

Honouring of the Restoration Era, Chief in the Reorganization of Government, Framing of the Constitution and prudent guide of the destiny of Korea; The pillar of State for half a century; True as steel, upright, unshaken and unswerving; Thou towered peerless as the nation's idol and hero; Until Death by cruel and stealthy hand struck thee down; Under this terrible blow our grief knows no bounds. We offer to thy soul this token of our love and trust.

HOW TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Chamois, Lait Chamois and Special Skin Tonic and Poultice. Charms will enable you to do it. For Specialties for the Skin see the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

SUPREME COURT.

Tuesday, 16th November.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR MR. W. REES DAVIES, K.C. (ACTING CHIEF JUSTICE).

THE FLORIDA WATER TRADE MARK CASE. The case was continued in which Edward Kemp, and others, trading as Laminan and Kemp, of New York, seek to obtain an injunction against the Kwong Sang Firm, of 246, Des Voeux Road Central, Hongkong, their servants or agents, to restrain them from selling or exposing for sale, or procuring to be sold, any Florida water bearing the label annexed to the claim or any other label so contrived or expressed as by colourable imitation of otherwise, to represent or lead to believe that the Florida water sold by defendants was the Florida water manufactured and sold by plaintiffs.

The trial was before, his Honour the Acting Chief Justice and a special jury composed of Messrs. D. W. Craddock (foreman), L. Gibbs, G. H. Medhurst, C. J. Lafrenta, A. Shelton Hooper and A. Mackenzie. Mr. M. A. Sheld, instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiffs; while the defendants were represented by Sir Henry Berkeley, K.C., and Mr. Eldon Potter, who were instructed by Mr. F. C. Barlow, acting on behalf of Mr. H. K. Holmes.

Sir Henry Berkeley, in opening the defence, said that when the defendants started in business they bought a small stock of Florida water from a firm in Canton which had stopped business. Long before July, 1906, that stock of labels and Florida water was sold, and for some time afterwards the defendants sold Florida water with only a red label on the bottle. The man who designed the label complained of was told to put two girls in the middle, and he was left to design the rest as he liked. They produced the one complained of. When the defendants got that design the plaintiffs were not registered in Hongkong, and they had no register for two years afterwards, so they cannot possibly complain of any infringement in that respect. When the defendants got this label they applied to the Colonial Secretary's Office to have it registered, but the plaintiffs had made application some time before. The Colonial Secretary thought the defendant's label too much resembled that of the plaintiffs, and refused to register it, but at the time the defendants made their application the plaintiffs were not on the register. His clients got on the register for the "two girls" mark only two days before the plaintiffs had made a point to the jury of the defendants' want of good faith in using a label after the Colonial Secretary said it was similar to one on the register, and that he would not register it. That was not a matter that would affect the defendants in the least. They might not be able to have their label registered because it somewhat resembled another, but they might be entitled to use it, if the Court thought it was not so like as to require any special notice. The jurors were no more bound by the opinion of the gentleman in the Colonial Secretary's Office than they were by the opinion of the jury who formerly acquitted the defendants. This was simply a question of eyesight and intelligence. After referring to a trade-mark case in which the heads of a moose and a deer were more like a deer's head than a girl was like a fountain or than a butterfly was like a flag. "Who," Sir Henry asked, "in his sober senses could mistake the dragon flag of China and the house flag of Kwong Sang for a butterfly?" The hearing was adjourned until to-day.

EWO COTTON SPINNING AND WEAVING CO., LTD.

PROPOSED DIVIDEND.

At a meeting of the Consulting Committee of the Ewo Cotton Spinning and Weaving Company Limited, held at Shanghai last week, it was decided that the shareholders should be recompensed to the extent of the balance at credit of Profit and Loss account on 31st October 1909, at Tls. 307,254.03, as follows:

| | |
|---|-----------------|
| To pay a dividend of Tls. 11 per share on 15,000 shares | Tls. 165,000.00 |
| To place to Repairs and Renewals Account | Tls. 30,000.00 |
| To place to Equalization of Dividend Account | Tls. 100,000.00 |
| To write off Furniture Account | Tls. 1,262.20 |
| To carry forward to new account | Tls. 10,991.75 |
| | Tls. 307,254.03 |

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 16th at 12.05 p.m.—The barometer has risen moderately over the Philippines, and fallen slightly over S. China and Formosa. The typhoon which continues to move towards W.N.W. moved into the China Sea last night, and is now situated to the W. of Luzon in about 15° Lat., 117° Long. Pressure has given way in Vladivostok owing to the depression over Manchuria. The highest pressure is shown over the Upper Yangtze valley. Bad weather may be expected over the China Sea, and strong N.E. winds to gales in the Formosa Channel. Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| | |
|---|-------------------------------|
| Hongkong & Neighbourhood | N.E. winds, strong to a gale. |
| Formosa Channel | Same as No. 1. |
| South coast of China between Hongkong and Lamook. | N. winds, strong. |
| South coast of China between Hongkong and Hainan. | N. winds, strong. |
| (*) N. to N.E. winds, strong; fair, equally. | |

THE MASTERY OF THE PACIFIC.

In the latest edition of the *Navy League Annual* there is an article by "Japaneser" Mr. Seton Kato, entitled "The Mastery of the Pacific," in which he describes very definitely Japan's naval policy. "Undoubtedly there are," he says, "several causes to make a country worthy of being a nation, but in the present century a Power is a nation that can produce steel within its own land. Japan struggled hard to do so, and has now surmounted the difficulty in the manufacture of steel. . . . At all events Japan is now in a position to be independent as to iron and steel. It compelled to be so, but, at the same time, in the usual commercial consideration the foreign steel trade with Japan will certainly not come to an end. In the fact of conducting a modern Armada round the world the United States has shown us a remarkable luxury, and in the similar case of the Baltic Fleet it was a vital problem for Russia. From a seaman's point of view the Baltic Fleet was better handled in such a critical moment as then existed than the American fleet of the same time. The Russian Commander led his Fleet to his goal as one man and there met his enemy, while the American Commander-in-Chief was thrice appointed before the safe arrival of the Armada at Hampton Roads. The voyage of the *Tsushima* to the South Atlantic coast of the United States gave the world's experts an idea that Japanese seamanship is not inferior to that of nations of longer experience. . . . An enigmatical version of the Sovereignty of the Pacific Ocean might well be a universal peace. Diplomatic representation must be replaced by an open acceptance of the facts, for no treaty can arrange or delimit the potentate of that vast space of water. Whether allowed or disallowed, Japan's insistent aspiration is to be the mistress of the Pacific. It needs no ghost to tell us. The stage is more actual than a more-drawn. The recent progress in naval architecture took the wind out of the sails of the admirals of renown in the last century. We can now circumnavigate the Pacific, the largest sheet of water on the globe, with a certainty and velocity the aspect of which would have been unimaginable in the narrow Mediterranean in the days of Hood and Nelson. Not only are there many indications of an invigorated endeavour for naval supremacy, but there exists an evidence that Japan must be prepared for any eventuality. The United States is one of Japan's best friends. So is Germany. France is not an aggressor to-day. It is not an ill omen, but carefully reflecting upon the signs of the times we may be led to a conclusion that the Anglo-Japanese Alliance is that which will influence upon some minds to alter our naval programme at once. Unless the present status quo is wistfully disturbed there is no necessity for us to enter upon bellicose hypotheses, but unfortunately we behold a chaotic sky in the West. 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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lister's.

P.O. Box 35, Telephone No. 12.

NEW ADVERTISEMENTS



MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of His Majesty's JUSTICES of the Peace for the Colony will be held at the Magistrate's Office at 2.15 p.m. on FRIDAY, the 26th day of November, 1909, for the purpose of considering the following application under the Liquor Licences Ordinances, 8 of 1898 and 8 of 1908, viz.:

From one LARGE GAMBAU for a publican's licence or for an adjunct licence to sell by retail intoxicating liquors on premises numbered 13, Queen's Road Central, under the sign of "THE ASTOR HOUSE."

E. R. HALLIAX,
Police Magistrate.

Hongkong, 15th November, 1909. [1418]



SANITARY BOARD OFFICE.

Hongkong.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BY-LAWS (as amended), every domestic building or part of such building within the EASTERN Division of the City of Victoria and the EASTERN Division of Kowloon occupied by members of more than one family, except those within the European Reservation or in Kowloon South of Austin Road, or those parts of a domestic building used as a shop, office or godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of October and November.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all cubicle partitions, stair casings and stair landings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard must have its containing walls lime-washed up to the level of the first floor.

Carved, painted or polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western divisions by Robinson Road and a straight line drawn from the North and thereof through the Yau-mai service reservoir to the Northern boundary of Kowloon.

The Government Limewashing Contractor is prepared to cleanse and lime-wash roofs at the rate of \$1.00 per 1000 sq. ft. on a satisfactory basis.

W. BOWEN-BOWLANDS,
Secretary.

Dated this 1st day of November, 1909. [1410]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to ST. ANDREW'S SOCIETY are invited to forward their Names to the Undersigned for the Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Seaman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET

TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1909. [1221]

DR. M. H. CHAUN.

THE Latest Method of the AMERICAN

SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. [1152]

ALL and every thing from

FATHER TUCK.

Popular Packets of

18 Selected X'MAS CARDS for 50 Cents Only.

CALENDARS, HALF MASKS, PICTURE AND

PAINTING BOOKS, MECHANICAL AND ROCKING

ANIMALS, PICTORIAL PUZZLE POSTCARDS,

KINDERGARTEN, A.B.C. OF ANIMALS,

ALBUMS, RELIEF SCRAPES, CHRISTMAS AUTO

STATIONERY, &c., &c. Inspection Invited—

GRACA & CO.

[1259] 27, DES VUEX ROAD.

NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to 88SG. at \$6, \$7 and

\$7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co

Hongkong, 26th October, 1906. [1314]

AUTOMATIC BROWNING

POCKET PISTOLS.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

ENTERTAINMENTS

THEATRE ROYAL

TO-NIGHT

(WED'DAY) NOV. 17.

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN

No. 1

COMEDY CO.

IN ALL THE GREATEST AND

LATEST LONDON SUCCESSES.

WEDNESDAY, 17th NOVEMBER.

The Dramatised Version of Baroness

Orosy's famous book

THE SCARLET

PIMPERNEL

As played by Julia Neilson and Fred Terry.

THURSDAY, 18th NOVEMBER.

For the first time in Hongkong.

The Scrambling Humorous Comedy

THE MARRIAGE

OF KITTY.

FRIDAY, 19th NOVEMBER.

Somerset Maugham's famous Comedy

LADY

FREDERICK

PRICES: \$3, \$2 & \$1.

Seat may now be booked at—

MOUTRIE & Co.

Doors Open 8. Commence 9.

Late Tram to the Peak after Performance.

[1330]

TO-NIGHT!

TO-NIGHT!!

GIGANTIC SUCCESS OF THE

HIPPODROME

CIRCUS

AND

MENAGERIE.

EVERY NIGHT AT 9 P.M.

ACKNOWLEDGED BY ALL WHO

HAVE SEEN IT TO BE THE BEST

PERFORMANCE EVER SEEN IN

HONGKONG.

PRICES OF ADMISSION:

Box of 6 Chairs .. \$15.00 | Second Chairs \$1.00

Single Seat in Box .. 3.00 | Stalls .. 50 cts.

Dress Circle Chairs 2.00 | Gallery .. 30 cts.

A PERFECT FUROR CREATED BY THE

WONDERFUL PERFORMING

WILD LIONS.

WHAT A SUCCESS OF OUR NEW ARTISTS!

THE MENAGERIE ON VIEW ALL

DAY FOR A SMALL FEE.

Refreshments Supplied by G. S. & Co.

At Matinees Children under 12 years will

be admitted at Half-Price to all Parts of the

CIRCUS.

Soldiers and Sailors in uniform Half-Price to

Stalls and Second Class.

Box Plan at ROBINSON PLANO CO. LTD.

Special Trains running before and after

Performance.

Peak Cars will leave Half-an-Hour after the

Performance.

FIRST MATINEE!

TO-DAY, AT 4 P.M.

To avoid disappointment the management

strongly advise to book early.

K. BYSACK, Proprietor and Manager.

A. JACKSON, Representative.

[1411]

ST. PETER'S

CHURCH.

WEST POINT.

ORGAN RECITAL.

ON

FRIDAY, NOVEMBER 19th, 1909,

AT 5.30 P.M.

BY

MR. GEO. GRIMBLE.

Vocalists: Mrs. A. G. GORDON,

Mr. G. P. LAMBERT,

Mr. W. S. HONE.

Collection in Aid of the Organ Fund.

[1399]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1327]

KODAKS

AND

FILMS.

JUST LANDED

DEVELOPING AND PRINTING

UNDERTAKEN.

A. TACK & CO.

26, DES VUEX ROAD, CENTRAL.

Hongkong, 15th November, 1909. [37]

AUCTIONS

ADMINISTRATIVE COUNCIL OF THE

MACAU NAVAL STATION.

NOTICE.

IT IS HEREBY NOTIFIED that the ADMINISTRATIVE COUNCIL OF THE MACAU NAVAL STATION will offer for SALE by PUBLIC AUCTION at Macau, on the 27th November, 1909, at 1 o'clock (p.m.) A VESSEL of 635 tons displacement now lying in the inner Harbours of Macau, lately in Portuguese Navy and known as the "Gambat" "RIO LIMA."

Intending purchasers of the said vessel are required to deposit a sum of \$1,000 (One Thousand Dollars) with the undersigned on board the Portuguese cruiser "RAINHA D. AMELIA" at Hongkong, on or before noon, the 24th day of November, 1909, and on presentation of the receipts they will be entitled to bid at the aforesaid Public Auction. All deposits will be returned to unsuccessful bidders.

The conditions of the Public Auction are posted on board the Portuguese cruiser "RAINHA D. AMELIA" at Hongkong and also at Macau on board the late Gambat "RIO LIMA," and may be seen at any time by prospective purchasers.

The Vessel may be examined at Macau from this date, and the 23rd day of November, from 10 (a.m.) to 3 (p.m.). The Vessel will be under steam to provide to intending purchasers an opportunity of testing the Machinery.

ADMINISTRATIVE COUNCIL OF THE MACAU NAVAL STATION.
Secretary & Treasurer.
Hongkong, 1st November, 1909. [1369]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received

instructions to Sell by Public Auction,

On THURSDAY,

the 2nd day of DECEMBER, 1909, at 3 o'clock in

the afternoon, at his SALES ROOMS, in

Dundell Street, Victoria, Hongkong,

The Following

VERY VALUABLE LEASEHOLD AND

RECLAMATION PROPERTIES,

IN FOUR LOTS:

LOT 1.—All that Piece or Parcel of ground

situate at Victoria in the Colony of Hongkong

and known and registered in the Land Office as

SECTION B or MARINE LOT No. 34

together with the messuage erections and build-

ings thereon known as No. 80, Bonham Strand,

area 1,689 square feet, Term 999 years. Annual

Crown Rent \$30.19.

LOT 2.—All that Piece or Parcel of ground

situate at Victoria aforesaid and known and

registered in the Land Office as SUB-SECTION

4 or SECTION B or MARINE LOT No. 6

together with the messuage erections and build-

ings thereon known as No. 6, Bonham Strand,

Term 999 years. Annual Crown Rent \$6.00.

LOT 3.—All that Piece or Parcel of ground

situate in the Dependency of Kowloon and

Colony of Hongkong and known and registered

in the Land Office as SUB-SECTION 3 or

SECTION A or KOWLOON INLAND

LOT No. 713, together with the messuage

erections and buildings thereon known as No.

384, Shanghai Street, Area 1,022 square feet,

Term 75 years. Annual Crown Rent \$2.50.

LOT 4.—All that Piece or Parcel of ground

situate at Victoria aforesaid and known and

registered in the Land Office as SECTION D

or PRAYA RECLAMATION to the

REMAINING PORTION of MARINE

LOT No. 37A (held under lease from the

Government relating to the Reclamation in front of Marine

Lot No. 37A) Remaining Portion dated respec-

tively the 5th October, 1889, and the 9th June,

1899, and respectively made between Bruce

Shepherd Acting for and on behalf of the then

Governor of Hongkong of the one part and

Tsun Tak Tong of the other part, and between

the said Tsun Tak Tong of the one part and His

Excellency Sir HENRY ARTHUR BLAKE

G.C.M.G., Governor and Commander-in-Chief

of the said Colony of Hongkong, and its

Dependencies and Vice-Admiral of the name,

of the other part; by the first of which

Agreements the Governor agreed to grant

to the said Tsun Tak Tong his ex-

ecutors administrators and assigns a Crown Lease

of the said premises for the term of 999 years

upon the terms and subject to the conditions in

the said Agreements mentioned, and by the second

of which Agreements in consideration of the

Governor letting the said Tsun Tak Tong (into

possession of the said premises the said Tsun

Tak Tong agreed (inter alia) to pay to the

Governor the Annual Crown Rent of \$70.00,

together with the messuage erections and build-

ings thereon known as No. 52, Connaught Road

West and No. 1, Des Voeux Road West, Area

793 square feet. Proportion of Annual Crown

Rent \$15.50.

For further particulars and conditions of sale

apply to

Messrs. JOHNSON, STOKES & MASTER,

Solicitors for the Vendor,

or to

MR. GEO. P. LAMBERT,

The Auctioneer.

Hongkong, 15th November, 1909. [1419]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

SOLE AGENTS:

MITSUI BUSSAN KAISHA.

[1123]

HANG HING & CO. 中

DEALERS IN

Jewellery, Gold and Silver Smiths,

Silk Goods, Chinese Embroideries, Crapes

Shawls, Bodyspreads, Best Grass-cloths,

Shirtwaists, Dresses, Table-cloths,

Ivory, Sandalwood Fans, &c.

JADESTONE, CURIOS, FANCY WARES,

&c.

Wholesale and Retail at Moderate Prices;

Also dealers in

CHINA WARES, WATCH MAKERS

102, Queen's Road Central, Opposite Market.

[1349]

BANKS

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
PAID-UP ... 1,125,000
RESERVE FUND ... 522,000
RESERVE ... 250,000

BANKERS:

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts

at the rate of 2 per cent. per annum on the

Daily balance.

On Fixed Deposits:

For 12 months ... 4 per cent.

For 6 " ... 3 1/2 per cent.

For 3 " ... 3 per cent.

EVAN ORMISTON,

Manager.

Hongkong, 27th April, 1909. [23]

THE

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against
Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal
Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification caused by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from
Skin Irritation.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

BY APPOINTMENT TO HIS MAJESTY THE KING.

BOVRIL

No matter what we may say about Bovril,
nothing can speak so strongly to you as an
actual trial of Bovril itself.

Bovril contains all the goodness of
prime beef in highly condensed form.

INSURANCES

NOTICE.

HAVING been appointed AGENTS in
Hongkong for the WESTERN ASSURANCE
COMPANY, we are prepared to accept approved
European and Chinese Risks at Current Rates.
JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE
INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1908
£19,121,310.

I. Authorized Capital ... £6,000,000
Subscribed Capital ... 5,275,000
Paid-up Capital ... 1,212,500 0 0
II. Fire Funds ... £204,753 7 10
The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 14th August, 1909. [1008]

MITSU BISHI DOCKYARD AND ENGINE WORKS.

NAGASAKI.

CODE WORD: "DOCK."
A.I. A.B.C. and Engineering Code Used
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length ... 722 feet.
Length on Blocks ... 714 "
Width of Entrance on Top ... 96 "
Width of Entrance on Bottom ... 88 "
Water on Blocks at Spring Tide ... 34 "
DOCK No. 1.
Extreme Length ... 523 feet.
Length on Blocks ... 513 "
Width of Entrance on Top ... 88 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide ... 64 "
DOCK No. 2.
Extreme Length ... 371 feet.
Length on Blocks ... 350 "
Width of Entrance on Top ... 66 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "
PATENT SLIP.
Suitable for vessels up to 1,000.

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS; and also ELECTRICAL
WORK.
A LARGE STOCK of MATERIALS is
always kept on hand.
The COMPANY has the powerful steamer
"OURA-MARU" (12 knots, 700 I.H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice. [1005]

CHEAP TRIPS TO PEKING.

THE STORY OF A POOR MAN'S
JAUNT ACROSS SIBERIA.

BY GORDON MABEL.

Think of it: You breakfast in London one Saturday morning; the following Saturday you are rumbolling in the Trans-Siberian express over the nearly primeval West Siberia; and the week-end after that you are watching the great, brassy Mongolian sun set over the temples of old Peking.

The terminus of the great Siberian railway which makes this possible is at Vladivostok. The Peking trippers drop away at Harbin, a day's ride short of that far-away Russian stronghold; but if I describe how I came from Vladivostok to London for £35, I shall include the main features of a cheap trip from Peking as far as distances are about the same, and passengers from or to both places are in company for twelve or thirteen of the fourteen days.

I will pass over the trying details of ramblings and adventures in the East, and will start my story on the platform of Vladivostok's neat little station, where I stood one crisp, frosty morning in October, wondering if the small sun in my pocket would see me through to London and back. It seemed a big proposition—a trip of about eight thousand miles, to last three weeks or more, with food to buy on the train and "diggings" to pay for at any town where I might want to say. I had heard of third-class tickets to be paid for by the train, and I was not an entomologist with ambitions. Moreover, these emigrant trains carry no food. You must take your own, or pick up a few lambent morsels from mysterious Star dishes at this station or that, and stations do not happen often in Siberia.

So I went second by the express, which carries only two classes of passengers. That cost me £18. I put aside another £5 for food on the train, reckoning at the rate of about four roubles a day. The food, I may say, was capital. I found it ample for my modest tastes. There was little need, or chance, for further expenditure on the run to Moscow. I was able to look after my own baggage, a large Japanese basket.

LEAVING HER KNOCKS OF THE WORLD.

It is a glamorous sensation, this pushing out on the express to or from the edge of the world. What a gulf those shining metals bridged! What a queer sense of nearness to home they stimulated compared with the sense of distance when one boards a P. & O. liner at Shanghai, which has to bucket across many strange seas before reaching its European haven!

The second bell smote our ears. The pompous stationmaster strode to the engine, and handed the driver his staff of office, without which authority no Russian engineer dare open the throttle; then we stole away towards the Manchurian mountains, on the first stages of the journey to Irkutsk, 2,778 versts away, where we were due to arrive on the fourth day.

There were about fifty passengers, and as along as the daylight lasted we spent the time watching the fleeting panoramas through the corridor windows. When night fell, perhaps we drank tea à la Russe in the dining car, or played chess, or agitated in the "corridor," and watched the moon-light play on mountain and valley, listening the while, may be, to the plaintive babbling of Siberian infancy playing his simple little Caucasian love ditty sung by his chum, a vivacious and pretty dancing girl, bound for St. Petersburg after a season on the Vladivostok halls.

At Manchuria, as the frontier station is called, the baggage examination men, and then one cold and frosty midnight, we entered the 65,000 square miles of land, with their 16,000,000 inhabitants—Siberia.

"THE MAN WHO WANTED A BATH."

Now, the astonishing feature so far was the oppressive heat inside the train. Outside, Siberia justified its frigid reputation, and it was cold enough to attack icicles to our mammoth engine. Inside, it was hot enough to make any true Christian sign for a bath. This tropical atmosphere was not surprising on investigation, for one found that there were double windows everywhere, practically no ventilation, and a vigorous heating apparatus doing overtime. The steward seemed pained when I inquired as to the possibility of a bath, and from that moment, I could see that I was shadowed as a suspect, "the man who wanted a bath." I spoke to the two other Englishmen on the train, and together we went in search of the elusive bathroom. We discovered it in hopeless guise, the bath itself being packed, I believe, with luggage. But we were not to be denied, and, one morning, before the other passengers were astir, we stormed the ordinary lavatory and, never, I am sure, felt more virtuous than after our "plunge" in what was little more than a washbasin.

After skirting the mysterious waters of Lake Baikal, we bumped into Irkutsk. It is a cold, cheerless city on the banks of the Angara; dates back to 1652, has a population of about 70,000; and is chiefly known to English people by reason of occasional newspaper mention when the convicts there hold their annual revolt. I spent a few days in the city, and was glad to get away. A bed at a very low rate, a first-rate hotel costs about four shillings a night. The prevailing note at Irkutsk seemed to be shabby finery in people, streets, and buildings. It was a city in a silk hat and hussar boots. There was a gorgeous cathedral, not a road worthy the name; an opera house that might have adorned the boulevards, but a wooden bridge that the Zulus would disown; electric light and a ladies' band, but not a decent district hotel. One came across aggressive Siberian millionaires driving in fine droshkies behind beautiful horseflesh. Their womenfolk were dressed in priceless furs and the latest Continental freak fashions. But to see those men of wealth eat was as good as a visit to the Zoo. They shovelled their food down with their knives, except when they relied on their fingers.

Roughly, my stay in Irkutsk cost me £1. Then there was a further £1 to pay for sleeping accommodation on the express to Moscow, an "extra" with which I had not reckoned.

A SEEMING KRYPTIDITY OF SNOW.
It was colder outside, that is—when we started on the second stage of the journey to the old Russian capital, 3,500 miles across the plains, and soon we ran well into the land of snow—snow such as you can only see on those vast untrodden "tundra"—snow of pitiless purity, covering the land like a huge white blanket. The forests of pine and birch seemed to represent Nature's last effort against the onrush of winter. We passed a village on an average every thirty-five miles or so. Silent and sleepy places they were, looking in the distance like some big black sordid on the earth's white bosom. They were all monotonously alike; built mainly of wood from the forests, the only two respectable buildings being the station and the church. It mattered not how dirty and poor the village, there arose from the drab cluster of huts a clean white house of worship, with its distinctive green roof.

So we tramped across tundra and stopped, round the hills (the Russian equivalent of the Scotch hills), and through forests—the forests which solved the problem of Siberia: transport by providing limitless fuel for the locomotive. By following the first supplies of civilization at Chelabinsk, and once through the wonderful Ural Mountains, knew that we had hidden Siberia good-bye. One's view of Russia depends on whether you approach the country from east or west. If from the west, it has a not too attractive prospect, and its civilization does not smite you as being particularly desirable; but when it is from the dismal regions beyond the Volga that you come, it is a land of joy and enlightenment by comparison.

I shall hasten over well-known routes to London now. I spent £1 in Moscow, covering hotel and sight-seeing expenses. Another £20 saw me through to London, and as I stepped into the glare of the Metropolis from Liverpool Street Station I took measure of my personal budget, and found that I could indulge in the luxury of a "taxi" to the home of my parents, and still jingle two golden sovereigns in my pocket.—*Pail Mail Gazette.*

MAGNETIC SHIP'S 15 YEARS' CRUISE.

OBJECT OF HER WANDERINGS ALL OVER THE WORLD.
The non-magnetic ship *Carnegie* is now lying in Falmouth harbour preparatory to her start upon her fifteen years' cruise, during which she will visit all the known seas of the world. Built without a scrap of steel or iron being used in her construction or fittings, no deviation corrections will have to be applied to the observations. Her crew and staff number twenty-one, Dr. Bauer being the director. Mr. W. J. Peters, chief of staff, Capt. C. E. Littlefield, navigating master, and Dr. C. C. Craft, ship's surgeon. After completing an elaborate series of observations at Falmouth, the *Carnegie* will proceed to Madeira and return to New York via Bermuda.

Dr. L. A. Bauer, the director, in an interview, said the chief purpose of the work of the vessel was to furnish data for constructing correct lines of equal magnetic variation, and all the other magnetic elements for the use of the mariner. The mariner, in fog, had to rely chiefly on the compass and log. The former, however, did not point exactly north and south, but made an angle which at Falmouth at the present time was nearly 19deg. west by north. The magnetic lines varied from place to place and from time to time; and the work of the *Carnegie* would be to find correct data on which more reliable charts could be based. This would enable ships to steer a more direct course from port to port, thus shortening the passage and minimizing the danger. In addition to the practical work data would be obtained to enable scientists to determine the laws by magnetic currents in their wanderings from year to year and thus furnish a basis for a better theory of the many mysterious phenomena of the magnetic world.

SINGON & CO.

IRON, STEEL, METAL AND HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515. [583]

APIOLINE (CHAPOTEAUT)

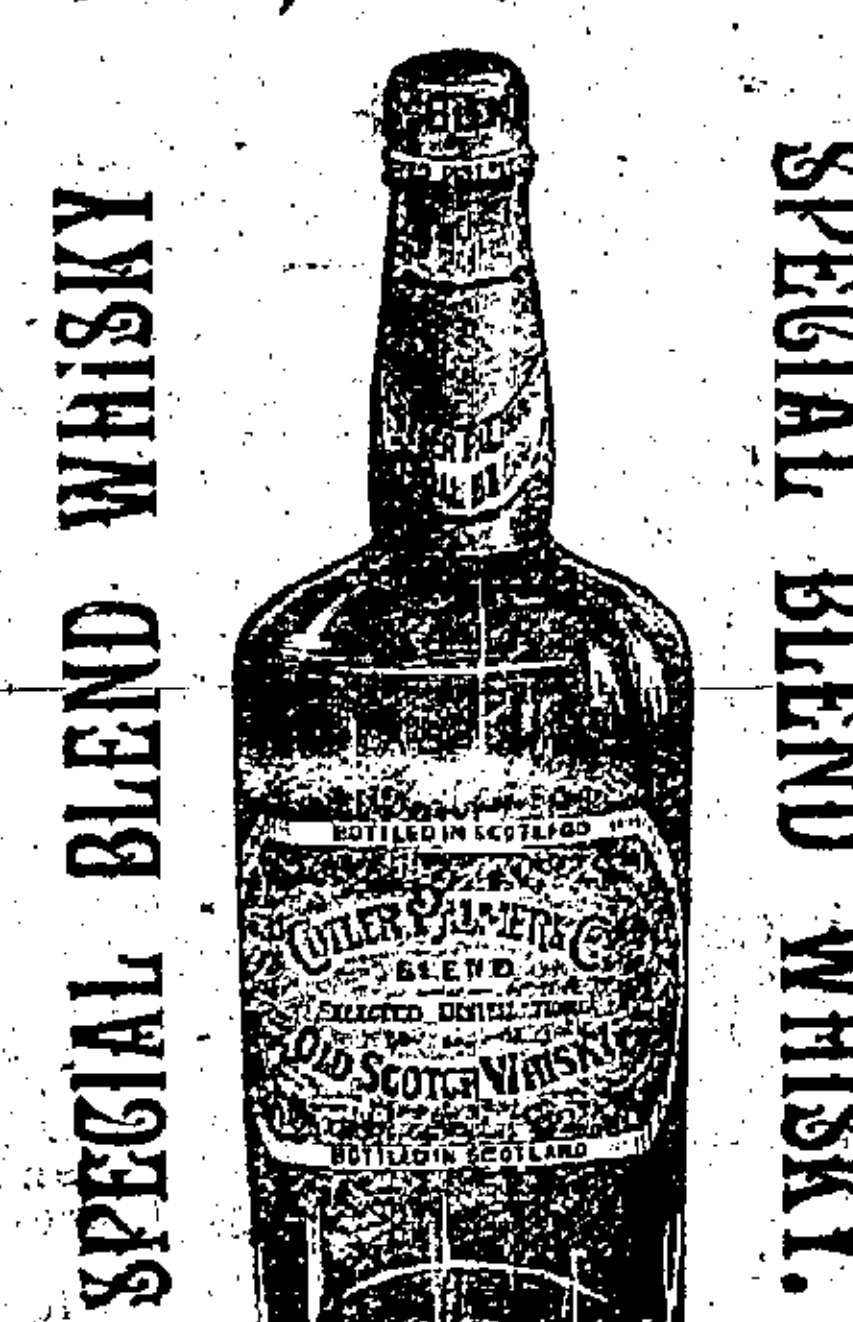


LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all chemists.

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Cutler, Palmer & Co.'s



SPECIAL BLEND WHISKY.
SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

"SHACKELL"

"SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.

PRINTING INK MAKERS.

ESTABLISHED 1786.

HEAD OFFICE.—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907. [934]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

S.S. "MACEDONIA."

(10,500 TONS.)

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 19TH, 1910,
STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

MARSEILLES - - - - - APRIL 16TH.

LONDON - - - - - APRIL 23RD.

FARES TO LONDON.—

1ST SALOON £71 10 SINGLE; £106 14 RETURN.
2ND " £48 8 " £ 72 12 "

For Further Particulars, apply to

E. A. HEWETT,

SUPERINTENDENT.

[1075]

SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN
THE FAR EAST AND EUROPE, VIA DAIREN.

WINTER SCHEDULE.

(EFFECTIVE FROM OCT. 28TH, 1909.)

THIRICE WEEKLY EXPRESS TRAIN SERVICE composed of excellently equipped Sleeping, Dining and 1st class Cars, operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with the Dairen-Shanghai Direct Steamer Service by the S.S. "KORU MARU" and "SAIKO MARU" (2877 tons each) as follows:—

| Leave—Shanghai (Steamer) | Thursday Saturday Sunday | Saturday or Sunday Monday or Tuesday Friday |
|---------------------------------|--------------------------------|---|
| Arrive—Dairen (") | 12.00 a.m. | 9.49 p.m. |
| Leave—Mukden (") | 9.49 p.m. | 10.10 p.m. |
| Arrive—Changchun (") | 10.10 p.m. | 5.30 a.m. |
| Leave—Changchun (Russian Train) | 6.30 a.m. | 3.20 p.m. |
| Arrive—Harbin (") | 3.20 p.m. | |

Connecting at Harbin with

State Express from Moscow.

Wagon-Lits from Moscow.

State Express for St. Pet'g.

SOUTH-BOUND

Connecting at Harbin with

State Express from St. Pet'g.

Express from Moscow.

Wagon-Lits from Moscow.

| | | | | |
|---------------------------------|------------|-----------|----------|----------|
| Leave—Harbin (Russian Train)* | 11.25 a.m. | Tuesday | Thursday | Saturday |
| Arrive—Changchun (")* | 9.40 p.m. | " | " | " |
| Leave— " " " " " " | 10.00 p.m. | Wednesday | Friday | Sunday |
| Arrive—Mukden " " " " " " | 5.08 a.m. | | | |
| Leave— " " " " " " | 5.20 a.m. | " | " | " |
| Arrive—Dairen " " " " " " | 3.00 p.m. | " | " | " |
| Leave— " " " " " " (Steamer) | " | Friday | Sunday | Tuesday |
| Arrive—Shanghai (") " " " " " | " | | | |

*Russian Train Time is 23 minutes earlier than S. M. R. Time.

TICKET AGENCIES—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the International Sleeping Car and Express Trains Co. and Messrs. Thos. Cook & Son.

RAILWAY HOTELS—YAMATO HOTEL (Tel. Add. "YAMATO")
At Dairen, Port Arthur and Changchun, also very shortly at Mukden, all under the Company's management.

FUSHUN COAL.

FRESH STOCKS ALWAYS ON HAND AT DAIREN AND NEWCHWANG DEPOTS.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANITTSU." Codes: A.B.C., 5th Ed., A.I. and Lieber's. [137-722]

PASSENGER SEASON 1910.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

TONS. REG.

"PRINCESS ALICE"— 10,911 ON MARCH 23RD.

Capt. P. GROSCH.

"KLEIST"— 9,000 ON APRIL 6TH.

Capt. O. PAHNKE.

"PRINZ LUDWIG"— 9,630 ON APRIL 20TH.

Capt. F. V. BINZER.

CALLING AT NAPLES; GENOA; ALGIERS; GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

Early Booking Recommended,

For Particulars, apply to

MELCHERS & Co.,

GENERAL AGENTS.

[1226]

SHIPPING.

ARRIVALS.

ANGELIN, German str., 1001, Wenzel, 15th Nov.—Bangkok 4th Nov., Risco—Butler—Said & Swire.

C. DREIDRICH, Ger. str., 16th Nov.—Canton.

GHAEZE, British str., 3242, D. A. Cave, 15th Nov.—Koolung 14th November, General—Dodwell & Co.

HAIMUN, British str., 636, J. W. Evans, 15th Nov.—Swatow 15th Nov., General—Douglas, LaPraik & Co.

HANOI, French str., 630, J. Pannier, 16th Nov.—Haiphong, Pakhoi, Holhow and Quang Chow Wan 12th Nov., General—A. B. Marry.

HUICHOW, British str., 1234, Edward Forsyth, 15th Nov.—Tientsin and Port, 4th Nov., General—Butterfield & Swire.

KANGCHOW, British str., 16th Nov.—Canton.

KWANGLEE, Chinese str., 1060, Frobery, 16th Nov.—Shanghai 13th Nov., General—C. M. S. N. Co.

KWONG ERG, German str., 972, R. Hartel, 15th Nov.—Bangkok 7th November, Risco—Melchers & Co.

PRINCESS ALICE, Ger. str., 6721, P. Grosch, 16th Nov.—Yokohama 6th November, General—Melchers & Co.

SUTSANO, British str., 1700, W. D. Welch, 14th Nov.—Singapore 1st Nov., Timber and General—Jardine, Matheson & Co.

TRIUMPH, German str., 769, Jacobsen, 15th Nov.—Hobhow 14th November, General—Jensen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

16th November.

Bombardier, British str., for Nagasaki.

Bushu Maru, Jap. str., for Tokyo.

Empire, British str., for Shanghai.

Haimun, British str., for Swatow.

Kangchow, German str., for Bangkok.

Kitoan Maru, Jap. str., for Singapore.

Mercer, Dutch str., for Amoy.

Phrynia, German str., for Swatow.

Princess Alice, German str., for Europe, &c.

DEPARTURES.

16th November.

AMIGO, German str., for Haiphong.

ANGELIN, British str., for Canton.

CHIVUN, Chinese str., for Shanghai.

CHOWANG, British str., for Shanghai.

DEWENT, British str., for Saigon.

HAICHING, British str., for Saigon.

HOPSON, British str., for Saigon.

HINSANG, British str., for Canton.

HUICHOW, British str., for Canton.

KWANGLEE, Chinese str., for Canton.

MARIE, German str., for Hongkong.

OPACHA, British str., for Singapore.

PELUN, British str., for Shanghai.

PERISA, British str., for Shanghai.

SUTSANO, British str., for Moji.

TAMING, British str., for Manila.

TUNGUS, Norwegian str., for Saigon.

SHIPPING REPORTS.

The British str. *Sutsumi* reports: Experienced very heavy weather throughout and N.E. monsoon.

The British str. *Haimun* reports: Had moderate to fresh North and N.E. winds, and fine clear weather throughout.

VESSELS ON THE BERTH.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"KUMERIC."

FROM HONGKONG.

TO-MORROW, 18th NOVEMBER.

FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the

AYMERIC ... 16th December.

SUVERIC ... 19th, 13th January.

OCEANO ... 10th February.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,

Hongkong.

Hongkong, 9th November, 1909. [1401]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"E. FRANZ FERDINAND,"

Capt. E. Nitsche, will leave for the above places TO-MORROW, the 18th inst., P.M.

This steamer has special accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to

SANDER, WIELER & Co.,

Agents,

Princes' Buildings,

Hongkong, 12th November, 1909. [5]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

"GHAEZE" ... On 18th Nov.

FOR BOSTON AND NEW YORK.

"LOWTHER CASTLE" ... On 4th Dec.

FOR NEW YORK.

"SHIMOSA" ... 18th Dec.

For Freight and further information, apply to

DODWELL & Co., Ltd.,

Agents.

Hongkong, 15th November, 1909. [1253-1399]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAMES. | FLAG & REG. | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO | TO BE DESPATCHED. |
|--------------------------------------|-----------------|-------------|--------|-----------------------|-------------------------------|-------------------------|
| LONDON, HULL & ANTWERP | BRECONSHIRE | Brit. str. | — | Tomlinson | JARDINE, MATHESON & Co., Ltd. | On 26th inst. |
| LONDON & ANTWERP VIA SINGAPORE, &c. | ASSATE | Brit. str. | — | Owen Jones, R.N.R. | P. & O. S. N. Co. | On 27th inst., at Noon. |
| ROTTERDAM & HAMBURG VIA STRAITS, &c. | NAMUR | Brit. str. | — | H. W. Kenrick, R.N.R. | P. & O. S. N. Co. | On 27th inst., at Noon. |
| HAVRE, ROTTERDAM & HAMBURG, &c. | ARABIA | Ger. str. | — | Nicholson | HAMBURG-AMERICA LINE | On 28th Dec. |
| HAVRE, ROTTERDAM & HAMBURG, &c. | BRIGANDIA | Ger. str. | — | W. Schilling | HAMBURG-AMERICA LINE | On 29th inst. |
| HAVRE, ROTTERDAM & HAMBURG, &c. | SILVIA | Ger. str. | — | W. Schilling | HAMBURG-AMERICA LINE | On 29th inst. |
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PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|------------------------|----------|-----------------|----------------------|
| SHANGHAI, MOJI, KOBE | PALAWAN | About 19th Nov. | Freight and Passage. |
| SHANGHAI | HIMALAYA | About 26th Nov. | Freight and Passage. |
| LONDON VIA USUAL PORTS | ASSAYE | Nov. 27th | See Special of Call. |
| LONDON and ANTWERP | NAMUR | About 1st Dec. | Freight and Passage. |

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th November, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---------------------------|-------------|-----------------------|
| SHANGHAI | "ANHUI" | On 18th Nov., 4 P.M. |
| TIENTSIN | "HUICHOW" | On 19th Nov., Noon. |
| SWATOW, AMOY and SHANGHAI | "HOIHOW" | On 19th Nov., Noon. |
| SHANGHAI and CHEFOO | "LIANGCHOW" | On 19th Nov., 4 P.M. |
| CEBU and ILOILO | "LINAN" | On 21st Nov., 11 A.M. |
| MANILA | "SUNGKIANG" | On 22nd Nov., 4 P.M. |
| SHANGHAI | "PEAN" | On 23rd Nov., 3 P.M. |
| SHANGHAI | "CHINHUA" | On 25th Nov., 4 P.M. |
| SHANGHAI | "CHENAN" | On 28th Nov., 11 A.M. |

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE, AGENTS.**

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SELENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

| STEAMERS | FOR | LEAVING |
|--------------------------------|--------------------------|--------------------------------|
| "HAIMUN," Capt. Evans | SWATOW | WED'DAY, 17th Nov., at 10 A.M. |
| "HAIYAN," Capt. J. S. Bosch | SWATOW, AMOY and FOCHOW. | FRIDAY, 19th Nov., at 10 A.M. |
| "HAIYANG," Capt. A. E. Hodgins | SWATOW, AMOY and FOCHOW. | TUESDAY, 23rd Nov., at 10 A.M. |

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—**DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.**

Hongkong, 17th November, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI
RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING. |
|--|----------|---------------------|
| SHANGHAI, YOKOHAMA and KOBE | "CANTON" | On 17th November. |
| MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS | "PEKING" | 20th November. |
| MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTIC PORTS | "CANTON" | Middle of December. |

For Further Particulars apply to **MELCHERS & CO., AGENTS.**

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | TO SAIL |
|---------------------------------|-------------|-----------------------------|
| SINGAPORE, PENANG & CALCUTTA | "KUMSANG" | Wed'day, 17th Nov., 3 P.M. |
| SHANGHAI | "YUENSANG" | Friday, 19th Nov., 4 P.M. |
| SINGAPORE, SAMARANG & SOERABAYA | "FOOSHING" | Friday, 19th Nov., 4 P.M. |
| SANDAKAN | "MAUSANG" | Saturday, 20th Nov., 4 P.M. |
| MANILA | "LOONGSANG" | Tuesday, 23rd Nov., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "NAMSANG" | Friday, 26th Nov., 4 P.M. |
| SHANGHAI, YOKOHAMA, KOBE & MOJI | "NAMSANG" | Tuesday, 30th Nov., 3 P.M. |

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUMSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. Taking Cargo on through Bills of Lading to Kuantan, Lahat, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 61.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.**

Hongkong, 16th November, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD. FOR SHANGHAI, KOBE & YOKOHAMA: S.S. SUEVIA ... 17th Nov. S.S. SENEGAMBIA ... 18th Nov. S.S. SITHONIA ... 1st Dec. S.S. SCANDIA ... 10th Dec. S.S. BRASILIA ... 18th Dec. S.S. SEGOVIA ... 28th Dec.

Further Particulars, apply to—**HAMBURG-AMERIKA LINIE, Hongkong Office.**

Hongkong, 2nd November, 1909.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANHEU MARU ... 5000 tons gross ... Sail Dec. 10th, at Noon. S.S. AMERICA MARU ... 6000 " ... Febr. 5th, 1910, at Noon.

For particulars apply to **K. MATSUDA, Manager, TOYO KISEN KAISHA, King's Building.**

Hongkong, 5th November, 1909.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. TONS. SAILING DATES.

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... **KITANO MARU** Capt. F. E. Cope ... WED'DAY, 17th Nov., at 5 P.M.

VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, and YOKOHAMA ... **WAKASA MARU** Capt. N. Nielsen, 5,500 ... WED'DAY, 24th Nov., at Daylight.

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... **SADO MARU** Capt. G. C. Hurry, 6,500 ... WED'DAY, 6th Dec., at Daylight.

BOMBAY via SINGAPORE and COLOMBO ... **SHINANO MARU** Capt. K. Kawara, 6,500 ... TUESDAY, 7th Dec., at Noon.

NAGASAKI, KOBE and YOKOHAMA ... **AKI MARU** Capt. K. Sato, 7,000 ... TUESDAY, 4th Jan., at Noon.

SHANGHAI, MOJI and KOBE ... **NIKKO MARU** Capt. M. Yagi, 6,000 ... FRIDAY, 26th Nov., at Noon.

KOBE and YOKOHAMA ... **KUMANO MARU** Capt. M. Winkler, 6,000 ... FRIDAY, 24th Dec., at Noon.

SHANGHAI, MOJI and KOBE ... **BOMBAY MARU** Capt. W. A. Evans, 5,000 ... FRIDAY, 19th November.

SHANGHAI, MOJI and KOBE ... **KAMO MARU** Capt. F. L. Sommer, 6,000 ... FRIDAY, 19th Nov., at 5 P.M.

SHANGHAI, MOJI and KOBE ... **KUMANO MARU** Capt. W. Winkler, 6,000 ... WED'DAY, 24th Nov., at Noon.

SHANGHAI, MOJI and KOBE ... **TAKASAKI MARU** Capt. A. Mocker, 5,000 ... THURSDAY, 25th November.

SHANGHAI, MOJI and KOBE ... **AWA MARU** Capt. A. Keith, 5,500 ... SATURDAY, 11th Dec., at Daylight.

* Calling at Genoa. † Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, MANAGER.

Hongkong, 15th November, 1909.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS. | CAPTAIN | FOR | SAILING DATE. |
|-----------|-------|--------------|--------|---------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 20th Nov., Noon. |
| RUBI | 2540 | R. W. Almond | Manila | On 27th Nov., Noon. |

For Freight or Passage apply to **SHEWAN, TOMES & Co., General Managers.**

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C. TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East—16, DES VOGES ROAD, HONGKONG. Japan Office—14, WATER STREET, YOKOHAMA.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPARTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|------------|-------|----------------------|----------------|---------------------|
| TJIMAH | JAVA | Second half of Nov. | SHANGHAI | Second half of Nov. |
| TJILATJAP. | JAPAN | Second half of Nov. | JAVA | Second half of Nov. |
| TJILIWONG | JAPAN | First half of Dec. | JAVA | First half of Dec. |
| TJIKINI | JAVA | First half of Dec. | JAPAN | First half of Dec. |
| TJIPANAS | JAVA | Second half of Dec. | SHANGHAI | Second half of Dec. |
| TJIBODAS | JAVA | Second half of Dec. | JAPAN | Second half of Dec. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the **JAVA-CHINA-JAPAN LIJN.**

York Buildings, 1st Floor. Hongkong, 9th November, 1909. Telephone No. 375.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | Tons (Gross reg.) | LEAVES. |
|---|----------------------------------|-------------------|---------------------------------|
| TACOMA via SHANGHAI, MOJI, KOBE and YOKO. | "TACOMA MARU" Capt. H. Yamamoto. | 6,178 | SUNDAY, 19th Dec., at Daylight. |

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

| FOR | STEAMERS | LEAVES. |
|------------------------------------|--------------------------------|---------------------------------|
| TAMSUI via SWATOW, & AMOY | "DAIGI MARU" Capt. M. MURAYAMA | SUNDAY, 21st Nov., at 10 A.M. |
| SHANGHAI via SWATOW, AMOY & FOCHOW | "BUJUN MARU" Capt. Y. FUSENO | THURSDAY, 25th Nov., at 10 A.M. |

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, MANAGER.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS to COLOMBO | Leave HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due LONDON (London 1 day later) |
|---------------------|-----------------|---|--|---------------------------------|
| Steamer Tons | 1 P.M. SATURDAY | Steamer Tons | SATURDAY | FRIDAY |
| ARCADIA 7000 | February 5 | MANTUA 11000 | March 5 | March 11 |
| ASSAYE 7500 | February 19 | CHINA 8000 | March 19 | March 25 |
| DELTA 8000 | March 5 | MAIWA 11000 | April 2 | April 8 |
| MACEDONIA 10500 | March 19 | (Through Steamer calling at Bombay) | April 16 | April 22 |
| DEVANHA 8000 | April 2 | MONGOLIA 10500 | April 30 | May 6 |
| ASSAYE 8000 | April 16 | MAEMORA 10500 | May 14 | May 20 |
| DELTA 7500 | April 30 | MOOREA 11000 | May 28 | June 3 |
| DELHI 8000 | May 14 | MOOLTAN 10000 | June 12 | June 18 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (including Surtax): 1st SALOON £71.10 SINGLE £106.14 RETURN. 2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following:—INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

LONDON. CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS | Leave HONGKONG | Due LONDON |
|------------|------------------|----------------|
| • SYRIA | January about 26 | March about 12 |
| • SUMATRA | February 9 | March 26 |
| • NYANZA | February 23 | April 9 |
| • SUNDA | March 23 | May 7 |
| • MALTA | April 20 | June 4 |
| • SARDINIA | May 4 | June 18 |
| • NORE | May 18 | July 2 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (including Surtax): 1st SALOON £55.0 SINGLE £82.10 RETURN. 2nd " £38.10 " £57.4 "

* Carry 1st and 2nd Saloon Passengers. For Further Particulars, apply to—**E. A. HEWETT, SUPERINTENDENT.**

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

CHRISTMAS MAILS TO LONDON.

The following are the approximate dates of arrival of letter mails at London:—

| VIA SUEZ. | | | |
|-----------------------|-------------|----------------|--------------------|
| November 17th 11 a.m. | per German | due London | December 16th 2nd. |
| 23rd " | per French | " " | " " |
| 27th " | per English | " " | " " |
| VIA SIBERIA. | | | |
| November 19th 11 a.m. | due London | December 13th. | |
| 27th 5 p.m. | " " | " " | 23rd. |
| 30th 11 a.m. | " " | " " | " " |
| December 3rd 8 p.m. | " " | " " | 27th. |

The *Prins Ludwig*, with the German mail of the 20th October, left Singapore on Sunday, the 14th inst., at 8 a.m., and may be expected here to-morrow, at 4 p.m.
The *Tonkin*, with the French Mail of the 22nd October, left Singapore on Monday, the 15th inst., at 5 p.m., and may be expected here on or about Monday, the 22nd inst., a.m. This packet brings telegrams to letters despatched from Hongkong on the 18th September.

| FOR | PER | DATE |
|--|-------------|----------------------------|
| Swatow | Hainan | Wednesday 17th, 9.00 A.M. |
| Singapore, Penang, and Colombo | Kilano Maru | Wednesday 17th, 10.00 A.M. |
| Printed Matter and Samples | | |
| Registration, 10.00 A.M. | | |
| (Registration, with fee of 10 cents, up to 10.45 A.M.) | | |
| Registration, Kowloon | | |
| D.C. 10.00 A.M. | | |
| No late fee | | |
| Leave for | | |
| Wednesday 17th, 11.00 A.M. | | |
| Bangkok | Kobeishang | Wednesday 17th, 1.15 P.M. |
| Manila | Sui Tai | Wednesday 17th, 2.00 P.M. |
| Singapore, Penang and Calcutta | Kowloon | Wednesday 17th, 2.00 P.M. |
| Shanghai, Yokohama, Kobe and Moji | Japan | Wednesday 17th, 5.00 P.M. |
| Singapore | Dardanelles | Thursday, 18th, 9.00 A.M. |

"LOTUS"

BLEND TEA.

RICH

PURE

AND

FRAGRANT.

Obtainable at all the Stores.

H. RUTTONJEE & SON.

WINE AND PROVISION MERCHANTS.

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. str. *Montreal* arrived at Shanghai at 1 p.m., on the 14th inst., and left again at 4 p.m. on Sunday for Hongkong, where she is due to arrive at 6 a.m. to-day.
The C.P.R. str. *Empress of India* left Vancouver, B.C. for Hongkong via usual ports of call on the 28th ult., at p.m.

THE GERMAN MAIL.
The I.G.M. str. *Prins Ludwig*, carrying the German Mails with dates from Berlin of the 20th ultimo, left Singapore on the 14th inst., at 8 a.m., and may be expected here to-morrow at 4 p.m.

THE FRENCH MAIL.
The M.M. str. *Tonkin* with the French Mail of the 22nd ultimo, and mails from London of the 23rd ultimo, left Singapore on the 15th inst., at 5 p.m., and is expected to arrive here on or about Monday, the 22nd inst., and will leave for Shanghai and Japan on the same afternoon.

THE AUSTRALIAN MAIL.
The N.Y.K. str. *Kumano Maru* (Australian Line) left Thursday Island for this port via Manila, on the 11th inst., and is expected here on the 22nd inst.

THE C.N. Co.'s str. *Taiyuan* left Saigon on the 30th ult., and is due here on the 24th inst.

THE AMERICAN MAIL.
The P.M. str. *Korea* left Yokohama on the 8th inst., en route to Hongkong, via Manila, and is scheduled to arrive at Hongkong on the 19th inst.

THE INDIAN MAIL.
The Apoor str. *Lightning* from Calcutta left Singapore on the 14th inst., and may be expected here on or about the 20th inst.

THE SWEDISH MAIL.
The Swedish str. *Canlon* left Port Said on the 14th ultimo, and may be expected here to-day.

THE AUSTRIAN MAIL.
The Austrian Lloyd's str. *E. Franz Ferdinand* left Singapore for this port on the 10th inst., and is due here to-day.

THE H.A. Line's str. *Suez* left Bangkok on the 10th inst., and may be expected here to-day.

THE N.Y.K. str. *Kilano Maru* (European Line) left Shanghai for this port on the 13th inst., and is expected here to-day.

THE N.Y.K. str. *Bombay Maru* (Bombay Line) left Moji for this port on the 12th inst., and is expected here to-day.

THE M.M. str. *Ernest Simon* left Saigon on the 14th inst., at 4 p.m., and is expected to arrive here to-day, at 2 p.m., and will leave for Shanghai and Japan at midnight of the same date.

THE C.N. Co.'s str. *Linn* left Shanghai on the 14th inst., and is due here to-day.

THE H.A. Line's str. *Vandalia* left Singapore on the 13th inst., and may be expected here to-day.

THE P. & O. str. *Palawan* left Singapore for this port on the 13th inst., at 2.30 p.m., and is due here on the 19th inst., at about 8 a.m.

VESSELS IN DOCK.

November 16th.
ARRIVED DOCK.
Kowloon Dock—On Lee, Tongo Maru, H.M.S. Whiting, Sui An, H.M.S. Moorhen.
COSMOPOLITAN DOCK.

TAKOO DOCK.—St. Enoch, Hupoh, Hochoo, Yinchow, Vigilante, Hoi Fook.

ARRIVALS AT HOME.
November 12th—Prins Ludwig, Friedrich Lemme, Tover.

The Cigarettes of Distinction

Bouton Rouge and Felucca



A LUXURY TO
THE MAN
OF TASTE.



IN 50'S & 100'S
HERMETICALLY SEALED BOXES
AT \$2.80 AND \$4.20 PER 100
FROM ALL TOBACCONISTS.

SHARE LIST—QUOTATIONS.

HONGKONG, NOVEMBER 16TH, 1909.

| STOCKS. | NO. OF SHARES. | VALUE. | PAID UP. | CLOSING QUOTATIONS CASH. |
|--|----------------|----------|----------|--------------------------|
| BANKS. | | | | |
| Hongkong & Shanghai Bank Corporation | 120,000 | \$125 | all | \$99.25, sellers |
| National Bank of China, Limited | 99,925 | \$7 | 25 | \$6. |
| Bell's Asbestos Eastern Agency, Limited | 8,604 | 12/6 | 12/6 | \$10, buyers |
| China Borneo Company, Limited | 60,000 | \$12 | \$12 | \$12, sellers |
| China Light and Power Company, Limited | 50,000 | \$10 | \$10 | \$10, buyers |
| China Provident Loan & Mortgage Co., Ltd. | 50,000 | \$1 | \$1 | \$1, buyers |
| China Insurance Office Co., Limited | 200,000 | \$10 | \$10 | \$9.50. |
| COMMERCIAL. | | | | |
| Ever Cotton Spinning & Weaving Co., Ltd. | 20,000 | Tls. 50 | Tls. 50 | Tls. 140. |
| Hongkong Cotton Spinning Co., Ltd. | 125,000 | \$10 | \$10 | \$10, buyers |
| Hongkong Cotton Manufacturing Co., Ltd. | 10,000 | Tls. 75 | Tls. 75 | Tls. 30. |
| Latou Kung-Mow C. Spinning & Weaving Co., Ltd. | 8,000 | Tls. 100 | Tls. 100 | Tls. 111. |
| Soy Chee Cotton Spinning Co., Limited | 2,000 | Tls. 500 | Tls. 500 | Tls. 435. |
| Dairy Farm Company, Limited | 40,000 | \$75 | \$6 | \$16, sellers |
| DOCK AND WHARVES. | | | | |
| Hongkong & Kowloon Wharf & G. Co., Ltd. | 60,000 | \$50 | all | \$52, sellers |
| Hongkong and Whampoa Dock Co., Ltd. | 50,000 | \$50 | all | \$55, sellers |
| New Amoy Dock Co., Limited | 10,000 | \$60 | \$60 | \$6, buyers |
| Shanghai Dock and Engineering Co., Ltd. | 55,700 | Tls. 100 | Tls. 100 | Tls. 76. |
| Shanghai and Hongkong Wharf Co., Ltd. | 36,000 | Tls. 100 | Tls. 100 | Tls. 135. |
| Swire & Co., Limited | 18,000 | \$25 | \$25 | \$11, sellers |
| Green Island Cement Co., Limited | 400,000 | \$10 | \$10 | \$7, sellers |
| Hongkong and China Gas Co., Limited | 7,000 | \$10 | \$10 | \$10, buyers |
| Hongkong Electric Co., Limited | 60,000 | \$10 | \$10 | \$10, buyers |
| Hongkong Hotel Company, Limited | 12,000 | \$50 | \$50 | \$25, buyers |
| Hongkong Ice Company, Limited | 5,000 | \$25 | \$25 | \$18, buyers |
| Hongkong Rope Manufacturing Co., Limited | 60,000 | \$10 | \$10 | \$23, sal. & sel. |
| INSURANCES. | | | | |
| Canton Insurance Office Co., Limited | 10,000 | \$250 | \$50 | \$162, sellers |
| China Fire Insurance Co., Limited | 20,000 | \$100 | \$20 | \$114, sellers |
| China Trade Insurance Co., Limited | 24,000 | \$83.33 | \$25 | \$92, buyers |
| Hongkong Fire Insurance Co., Limited | 8,000 | \$250 | \$50 | \$375, sellers |
| North China Insurance Co., Limited | 10,000 | \$15 | \$5 | Tls. 106, buyers |
| Union Insurance Society, Limited | 12,400 | \$250 | \$100 | \$850, sales |
| Yangtze Insurance Association, Limited | 12,000 | \$100 | \$60 | \$230. |
| LANDS AND BUILDINGS. | | | | |
| Hongkong Land Investment Agency Co., Ltd. | 50,000 | \$100 | \$100 | \$104, sellers |
| Humphreys' Estate and Finance Co., Ltd. | 150,000 | \$10 | \$10 | \$9, sellers |
| Kowloon Land and Building Co., Ltd. | 6,000 | \$50 | \$50 | \$30, sellers |
| Shanghai Land Investment Co., Limited | 78,000 | Tls. 50 | Tls. 50 | Tls. 119, buyers |
| West Point Building Co., Limited | 12,500 | \$50 | \$50 | \$44, buyers |
| MINING. | | | | |
| Société Française des Charbon de Tonkin | 16,000 | Pcs. 250 | all | \$625, buyers |
| Rand Australian Gold Mining Co., Ltd. | 200,000 | \$1 | 18/10 | \$7, sellers |
| Peak Tramways Co., Limited | 25,000 | \$10 | \$10 | \$13, sellers |
| Philippine Co., Limited | 20,000 | \$10 | \$10 | \$14, sellers |
| REFINERIES. | | | | |
| China Sugar Refining Co., Limited | 20,000 | \$100 | all | \$157, buyers |
| Luzon Sugar Refining Co., Limited | 7,000 | \$100 | all | \$20, buyers |
| Robinson Piano Co., Limited | 4,000 | \$50 | \$50 | \$50, sellers |
| STEAMSHIP COMPANIES. | | | | |
| China and Manila Steamship Co., Ltd. | 30,000 | \$25 | \$25 | \$8, sellers |
| Douglas Steamship Co., Limited | 20,000 | \$50 | \$15 | \$30, sellers |
| Hongkong, Canton & Macao S.B. Co., Ltd. | 80,000 | \$15 | \$15 | \$1, buyers |
| Indo-China Steam Navigation Co., Ltd. | 60,000 pref. | \$5 | all | \$1, buyers |
| Shell Transport & Trading Co., Limited | 60,000 def. | \$1 | \$1 | \$1, buyers |
| Star Ferry Company, Limited | 2,000,000 | \$1 | \$1 | \$26, buyers |
| South China Morning Post, Limited | 10,000 | \$10 | \$5 | \$14. |
| Steam Laundry Company, Limited | 6,000 | \$25 | \$25 | \$23, buyers |
| STORES AND DISPENSARIES. | | | | |
| Campbell, Moore & Co., Limited | 1,200 | \$10 | all | \$12. |
| Wm. Powell, Limited | 15,000 | \$7 | \$7 | \$3, sellers |
| Watkins, Limited | 10,000 | \$10 | \$10 | \$5, sellers |
| A. S. Watson & Co., Limited | 90,000 | \$10 | \$10 | \$8, sellers |
| Weissmann, Limited | 175 | \$100 | \$100 | \$150. |
| United Asbestos Oriental Agency, Limited | 9,900 ordy. | \$10 | \$4 | \$12, sellers |
| Union Waterboat Co., Limited | 100 fideis | \$10 | \$10 | \$30. |
| RUBBERS. | | | | |
| Balgownie | — | — | — | \$63 (84) sel. |
| Pegolia | — | — | — | \$25 (84) sel. |
| Regalia | — | — | — | \$22 (84) sel. |
| Anglo-Malays | — | — | — | \$15, sellers |
| Castellanos, fully paid | — | — | — | \$5, sales |
| Consolidated Malay | — | — | — | \$4-12/6 |
| Dunlop | — | — | — | \$4-3/4 |
| Highlands and Lowlands | — | — | — | \$7/6 |
| Kamunings | — | — | — | \$3/9, sellers |
| Kuala Lumpur | — | — | — | \$6- buyers |
| Leobury's | — | — | — | \$2-7/6 |
| Linggis | — | — | — | \$2, sellers |
| Sapungs | — | — | — | \$3, sellers |
| Shelfords | — | — | — | \$3-15/0. |
| Sangai-pas Ka | — | — | — | — |

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NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA.
(Florio and Eubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed, that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Punctual Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 20th inst., or they will not be recognised.

All Claims will be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 9.30 a.m. No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.
Hongkong, 10th November, 1909. [4]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN"

having arrived from the above Ports, Consignees of cargo are hereby informed, that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

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